

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 11:14 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 603 Const Calendar Day: 16 Date: 20-Jun-2012 Wednesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 04:00 am 03:30 pm Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 60 - 70 4PM 60 - 70**Precipitation** 0.00"**Condition** Mostly sunny w/moderate winds in the afternoonWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Surveyed the following control points used in the scanning survey conducted from Sunday June 17th at 9:00pm to Monday June 18th ending at 5:30am with GPS equipment:

Point ID	
Scan	Bridge
-----	-----
Scan BS	JA1001
104	WPP60CL
200	EPP8.5CL
204	EPP58CL
302	N/A
304	EPP100N
305	WPP108S

The selected control points measured today were each done at 180 epochs. The Topcon GPS receiver was placed on a tribrack and tripod to maximize the accuracy of the measurements as well. The survey began at 4:50am and ended at 6:10am. The ambient temperature taken at the beginning of the survey was 53F. The wind speed was measured from the west at 5mph. The planetary index or K-value during the time of the GPS measurements was 1 with a 24hr max of 2. The official time of sunrise was 5:48am per weather.com. During the survey the atmospheric conditions before and after sunrise were clear.

The following steel temperatures were taken at during the course of the survey:

OBG Point	Steel Temperature (F)	Time during the survey (AM)
-----	-----	-----
EPP8.5CL	56	5:48 approximate mid-point
EPP100N	52	6:10 end of the survey

The survey was completed just a few minutes after the official sunrise time. However the sun had not completely risen over the Berkeley hills to begin heating up the steel. Centerline punchmarks WPP119CL and EPP119CL not related to the scanning survey done earlier this week were also measured the same way. These points were surveyed in response to an email sent by Marcos McManus requesting verification of these points on the OBG related to Submittal 2678R00.

- Wrote an email to pertinent Caltrans personnel involved with Submittal 2678R00 with the results of this mornings survey.



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Job Name: 04-0120F4

Inspector Name Bruce, Matt

Diary #: 603

Date: 20-Jun-2012

Wednesday

- Wrote an email to Jason Wilcox informing him of the post-tensioning protection issues related to the W2 cap beam since he was dealing with the Hinge K civil works personnel. To be specific the issues are rust on the CBT11 to CBT15 exposed anchorheads, wedges, and strands. Also the removed caps for a few short vertical PT rods on the west end of the cap which have been filled with water and debris.
- Began to prepare for surveying the scan control point 301 which is located on top of the west end walkway of the erection tower. Mobilized prisms, tribrachs, and tripods on top of the erection tower. Also set up the targets on control points E2 and E3 to face TWL270 which is located on the existing 1 pier. To reiterate TWL270 is the vertical benchmark for the SAS superstructure. See the photo below for more details.
- Began to explore the option of having the Leica C10 scanners occupy points on the temporary tower foundations to complete the scanning survey before load transfer. The next phase of this survey is from the bottom of the truss, YBI, and multiple foundations in the water.
- Attended weekly Team Cable Safety Tailgate and staff meeting at 2:00pm in the Oakland Touchdown Office Main Conference room (North Half) - 345 Burma Rd.

Attachment



Temporary tower foundation on the W-Line where a scanning control point may be placed.



The Trimble S8 total station placed on Scan control point 301 to prepare for tomorrow's survey to place coordinates on the point.